

SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

REPORT

AX 29

## CD NO.

50X1-HUM

DATE DISTR. 17 November 1952

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NO. OF ENCLS. 1 (3 pages,  
(LISTED BELOW) 2 sketches)

SUPPLEMENT TO  
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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**THIS DOCUMENT HAS AN ENCLOSURE ATTACHED  
DO NOT DETACH**

The attached report

CLASSIFICATION SECRET/CONTROL-U.S. OFFICIALS ONLY

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AIRSTRAUSSBERG Airfield SitrepTHIS IS INFORMATION TO  
DO NOT DETACH**SECRET**SECRET CONTROL  
U. S. OFFICIALS ONLY1. Aircraft:Count on 21 Sep 52:(a) Number: 6(b) Types:

- i) 2 PE 2s
- ii) 1 LI 2
- iii) 2 PO 2s - one of them a wreck.
- iv) 1 YAK 14.

(c) Markings: Not identifiable.(d) Parking arrangements: See Appendix "A".(e) Remarks:

- i) 3-4 ground personnel in overalls were servicing the 2 PE 2s.
- ii) Near the LI 2 stood a Bowser but no personnel were seen nearby.
- iii) The wrecked PO 2 has remained in the same place (1 on Appendices "A" and "B").
- iv) During the period under review, the LI 2 had come to STRAUSSBERG to fetch spares, but was damaged during landing. It was remaining in STRAUSSBERG for repair.

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50X1-HUMCount made on 30 Sep 52:(f) Number: 5(g) Types:

- i) 1 PE 2
- ii) 1 LI 2
- iii) 2 PO 2s - one of them a wreck.
- iv) 1 YAK 14.

(h) Markings: Not identifiable.(j) Parking arrangements: See Appendix "B".

(k) It was not possible, on either day, to see into the one hangar in operation.

2. Flying activity:(a) 21 Sep 52:

At 1020 hrs, 1 PE 2 circled the airfield and landed shortly afterwards. Subsequently it taxied to the hangar where it was parked near to another PE 2 already standing there.

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At 1320 hrs, 1 PO 2 took off on a bearing of 270° and flew out of sight on the same bearing.

At 1400 hrs, 1 YAK 14 landed and taxied to the flying control building.

b) 30 Sep 52:

At 1015 hrs, 1 YAK 14 landed on the airfield.

At 1045 hrs, the same aircraft took off again and flew out of sight on a bearing of 180° at a height of approx 200 m.

At 1110 hrs, 1 PE 2 took off, circled the airfield and subsequently flew out of sight on a bearing of 270° at an approx height of 250 m.

At 1430 hrs, 1 PO 2 landed and taxied to the hangar.

3. No night flying took place on either 21 or 30 Sep 52.

4. Taxi-ing area: No change.

5. Buildings: No change.

6. On 21 Sep 52, the W/T truck fitted with a red aerial on the roof was parked in front of the flying control building.

7. Defences: Nil.

8. Personnel:

The airfield continued to be occupied by 1400-1600 all ranks of the SAF, of whom 500-600 were officers and 900-1000 ORs.

All ORs wore blue shoulderboards with black piping. Approx 45% of the officers wore gold shoulderboards; the remainder silver shoulderboards.

9. Vehicle

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The following  all with SAF drivers and accompanied by SAF personnel, were observed:

Supplies. Drove into the barracks.

" " out of " "

" " into " "

" " " "

" " " "

Empty. Parked in " "

-do-

-do-

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Supplies. Drove into the barracks.

-do-

Empty. Parked in the barracks.

Supplies. Drove into the barracks.

Empty. -do-

Supplies. -do-

Empty. Parked in the barracks.

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10. Remarks:

- (a) On 21 Sep 52, 80 SAF ORs, armed with carbines, marched into the barracks, led by two SAF officers with gold shoulderboards.

On 21 Sep 52, at 1000 hrs, approx 40 SAF ORs were observed drilling on the taxi-ing area.

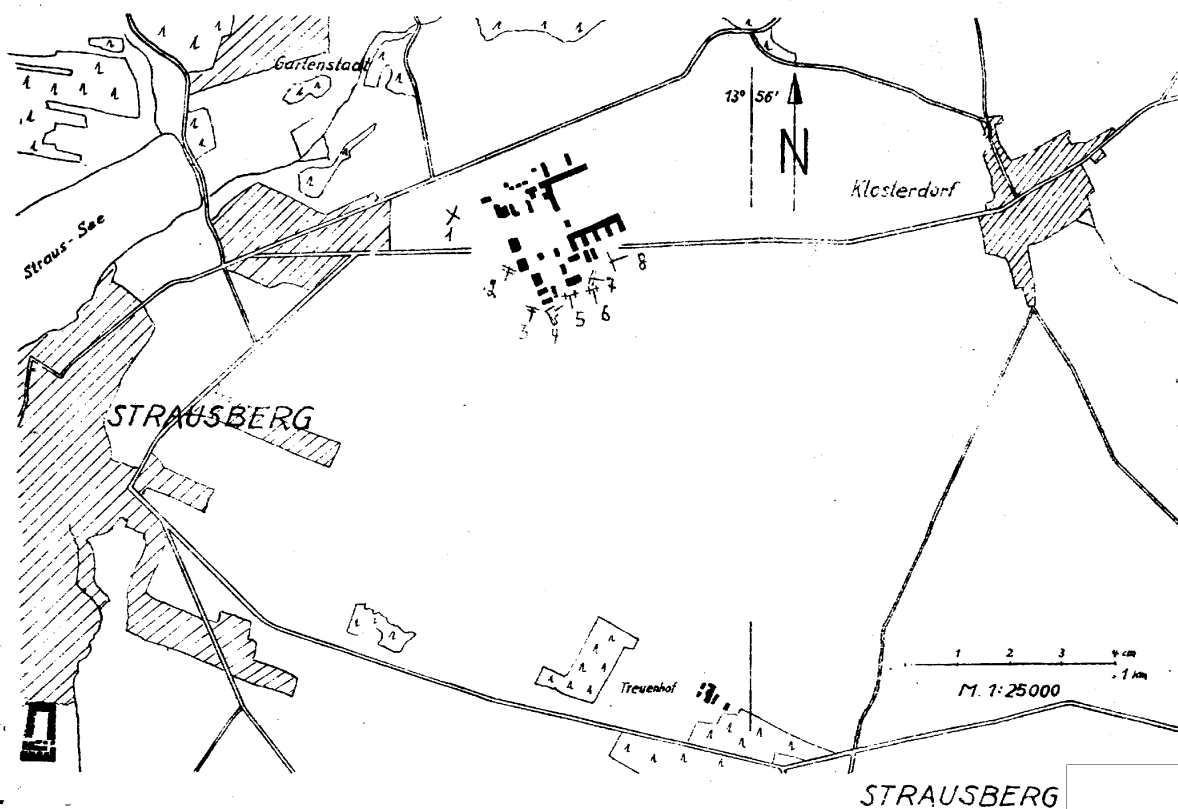
From 1400 hrs onwards, on the same day, lectures were given in the wooden hut specially constructed for this purpose.

- (b) At 1100 hrs on 30 Sep 52, 80 SAF ORs were observed drilling on the taxi-ing area.

During the morning and afternoon of the same day, the wooden hut was again in use for lectures.

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Key

1. Wreck of the FO 2
2. 1 FO 2
3. 1 YAK 14
4. 1 w/t truck with  
aerial.
5. 1 PE 2
6. 1 PE 2
7. 1 FO 2
8. 1 LI 2

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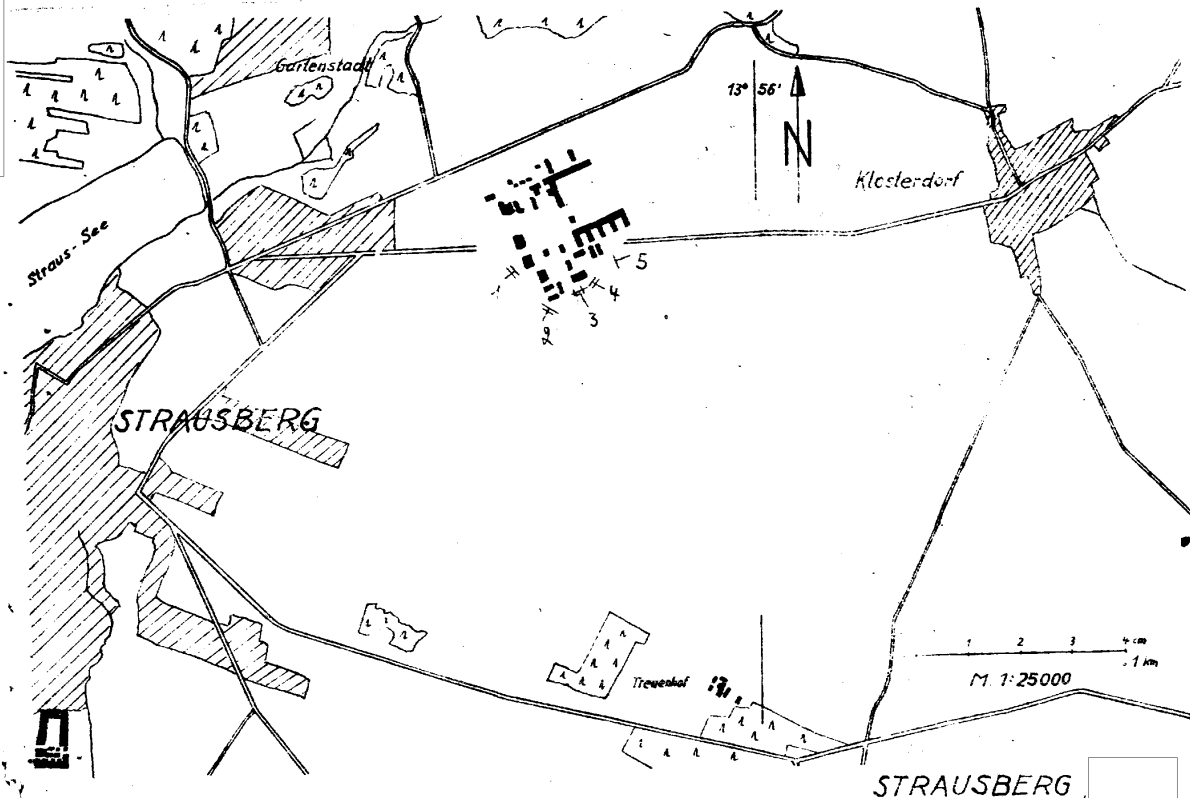
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Key

- 1 = Wrecked PO 2
- 2 = 1 YAK 14
- 3 = 1 PE 2
- 4 = 1 PO 2
- 5 = 1 LI 2



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